

Bicentennial Ship Parade



Yawl



3-mast topsail schooner



Pole mast schooner



3-mast fore-and-aft schooner



Brig



Topsail schooner



Ketch



Barque



- Sloop



Barquentine



Brigantine



Schooner (jib headed mainsail)



Hermaphrodite brig



Staysail schooner



Cutter



Ship



Schooner ketch



Half-brig



DANMARK, courtesy of the DANMARK



SHENANDOAH, photo by Larry Cronin



Photo by Larry Cronin

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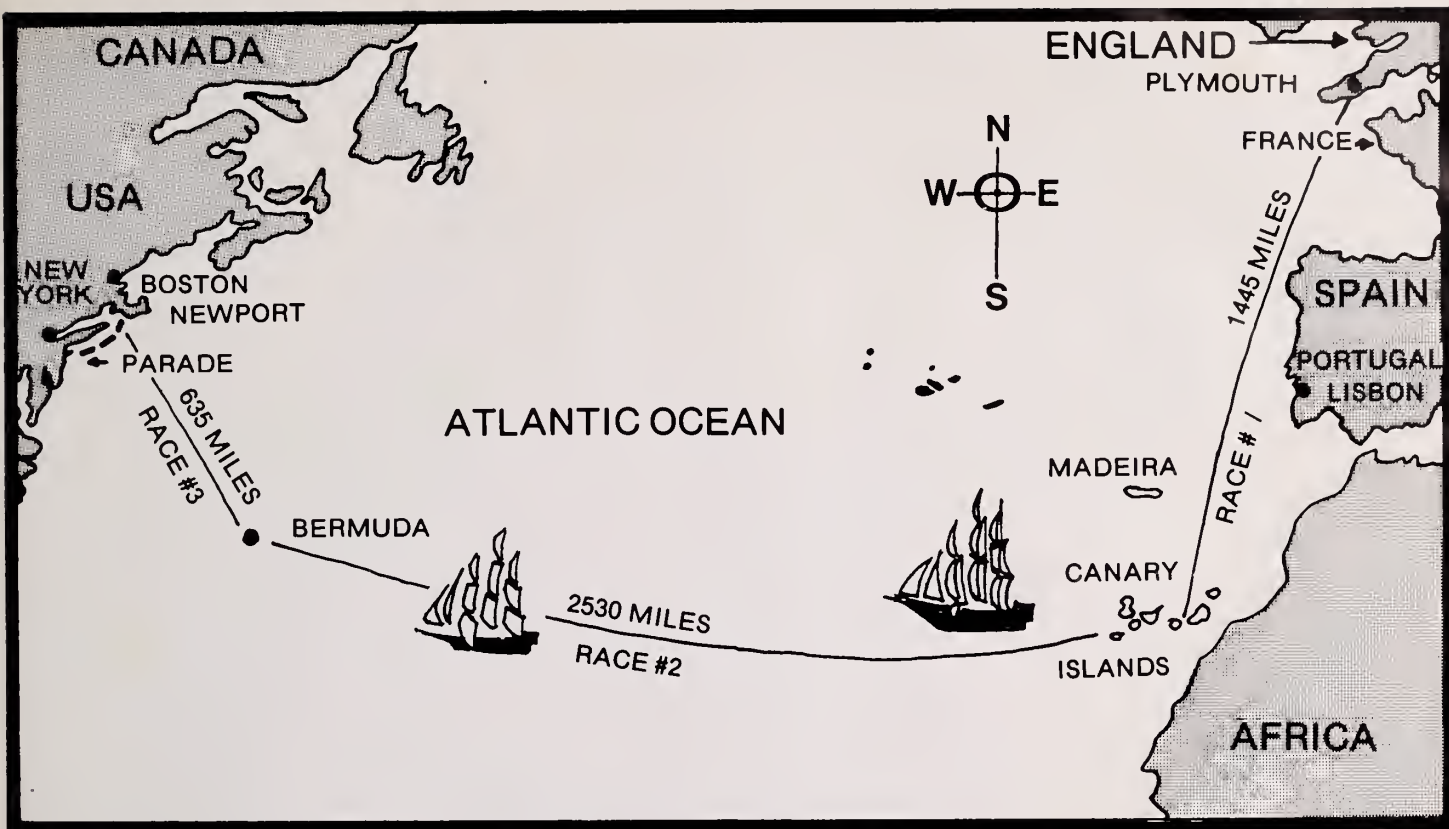
Bicentennial Ship Parade '76

Class A

Name of Vessel	Country	Name of Vessel	Country
3 CHRISTIAN RADICH	Norway	18 JUAN SEBASTIAN de ELCANO	Spain
2 DANMARK	Denmark	14 KRUZENSHTERN	USSR
8 DAR POMORZA	Poland	4 LIBERTAD	Argentina
1 EAGLE	United States	8 NIPPON MARU	Japan
5 ERAWAN	Panama	PHOENIX	Ireland
15 ESMERALDA	Chile	REGINA MARIS	United States
15 GAZELA PRIMEIRO	United States	10 SAGRES	Portugal
6 GLORIA	Colombia	13 TOVARISTCH	USSR
7 GORCH FOCK	West Germany	UNICORN	United States

12 M. V. Roma
16 Am. Vesp
Romanian
Italy - Class B

Name of Vessel	Country	Name of Vessel	Country
ACTIVE	United States	LINDO	Cayman Islands
ALERT	United States	MAGIC VENTURE	United States
ARTEMIS	Netherlands	MARUFFA	United States
ASTRAL	Netherlands	MASTER BUILDER	Great Britain
BEL ESPOIR II	France	METEOR	West Germany
BRILLIANT	United States	MITRALIS	West Germany
CAMALOT	United States	NIS-PUK	West Germany
CAMEO OF LOOE	Great Britain	NORSEMAN	Holland
CAPER	United States	OUTLAW	Great Britain
CARILLION OF WIGHT	United Kingdom	POLSKI LEN	Poland
CAROLA	West Germany	POLONEZ	Poland
CHARIS	West Germany	RARA-AVIS	France
CHARM III	Great Britain	RESTLESS	United States
CHIEF APTAKISIC	United States	SABRE	Great Britain
CREIDNE	Ireland	SARACEN	United States
DANDY	United States	SAYULA II	Mexico
DAR SZCZECINA	Poland	SKOOKUM III	United States
EENDRACHT	Netherlands	SIR WINSTON CHURCHILL	Great Britain
EMPRESS	United States	STELLA POLARE	Italy
ERIKA	Switzerland	STORTEBEKER	West Germany
FEARLESS	United States	TABOR BOY	United States
FLIRT	United States	TE VEGA	Panama
GALLEONS LAP	United States	TENERIFE	Spain
GEFION	West Germany	TICONDEROGA	United States
GERONIMO	United States	TINA IV	West Germany
GIPSY MOTH V	United Kingdom	TRANSITION	United States
GLADAN	Sweden	URANIA	Netherlands
GLENAN	France	VALEDA	United Kingdom
GREAT BRITAIN II	Great Britain	VEGA	Portugal
HENRI	Netherlands	VOYAGER	United States
HETMAN	Great Britain	WALROSS III	West Germany
JACOMINA	Netherlands	WESTWARD	United States
KAPER	Poland	WHITE DOLPHIN III	West Germany
KUKRI	Great Britain	WILLIAM H. ALBURY	United States
LEONID TELIGA	Poland	WOJEWODA KOSZALINSKI	Poland
		ZAWISZA CZARNY	Poland
		ZENOBE GRAMME	Belgium
		ZEW MORZA	Poland



The 1976 Sail Training Race

Sail Training and Majestic Ships

In the belief that it is still important for a young person to gain experience from the elements of wind and water, even in an age when the sailing ship, if not exactly a vanishing breed, is no longer the ubiquitous vessel that she once was, the Sail Training Association (STA) was formed to provide interested youth with the opportunity to receive training under sail. To this end, and as part of its overall program, STA established a tradition of Sail Training Races back in 1956. Since that time, STA has sponsored the International Sail Training Races every two years.

According to the rules of the Sail Training Races, all the ships involved — which include not only the great square-riggers, but schooners, brigs, brigantines, ketches, sloops, and yawls as well — must carry a crew composed of at least fifty percent cadets and trainees between the ages of sixteen and twenty-six. This is to insure that training will always be the prime consideration, even within the excitement of sport and the romance of the sea.

The American Sail Training Association (ASTA) was formed in the spring of 1973 in Newport, Rhode Island. This year ASTA, in cooperation with STA, will co-host the series of races that will terminate in Newport in honor of our Bicentennial celebration. The race is to begin on May 2 in Plymouth, England. From there the ships will sail to Lisbon, Portugal, and then, setting sail on May 13, they will go to the Canary Islands. On May 23, another race will take the ships

from the Canaries to Bermuda. At Bermuda, the ships will be joined by others from South America and the Orient. The final race, after a few days in Bermuda, will begin on June 20 when the majestic fleet will set sail for Newport, Rhode Island.

Newport, although it will mark the termination of the Sail Training Races, will not mark the end of the Bicentennial activities. After several days of activities including an in-shore regatta (sailing races, pulling boat races, and swimming races) and a series of entertainment and educational events, the tall ships will depart from Newport on July 1 under the auspices of "Operation Sail '76." They will sail to New York for the July 4th festivities, including a naval review which President Ford will attend, and then disperse, with some ships sailing north and others sailing south. Although there will be a race involving some of the smaller vessels from Boston to Plymouth, England, beginning on July 15, most of the other ships will remain in United States waters for the rest of the summer, visiting various Atlantic Seaboard ports including Baltimore, Philadelphia, and Boston. Some will even sail down the St. Lawrence Seaway and into the Great Lakes.

It is the purpose of this publication to provide many beautiful photographs and information about many of the ships that will be participating in this summer's events. In addition this volume will provide some Bicentennial background about the role of sailing ships in our nation's history.

USCGC EAGLE: A Grand Ship in a Noble Tradition

The USCGC EAGLE, originally commissioned HORST WESSEL, was built in 1936 in Hamburg, Germany, by Blohm and Voss. Before the war she had been a training ship for German naval cadets and later was employed as a cargo ship. After the war, in 1946, a U.S. Coast Guard crew was sent to Bremerhaven where they claimed her as a war reparation. She was renamed EAGLE, after a long line of famous U.S. Revenue Cutters, upon her arrival in the States.

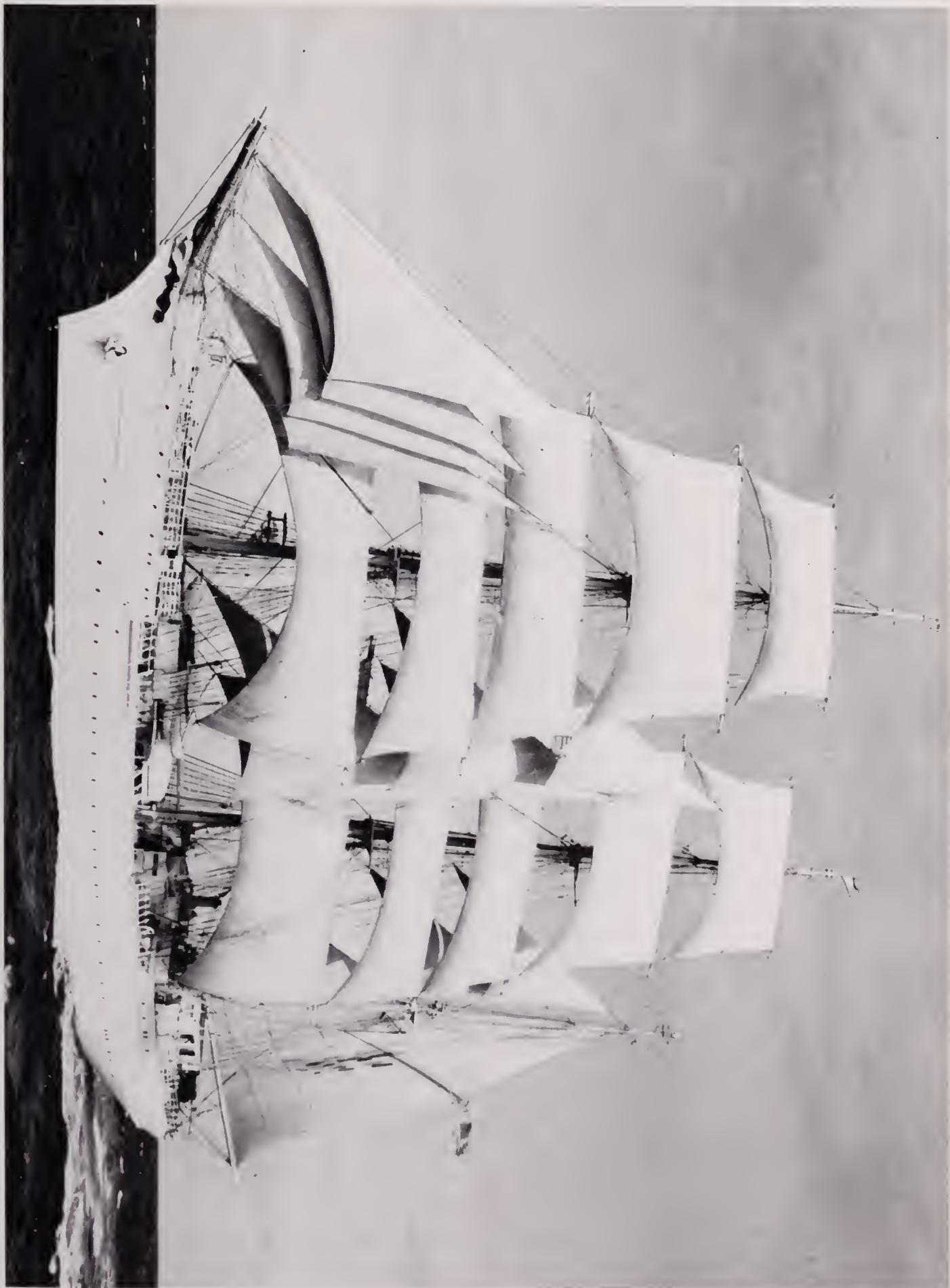
The EAGLE is a 295-foot auxiliary bark with a 39.1 foot beam, a 9.1 foot freeboard, and a 17 foot draft, fully loaded. The height of her main- and foretrucks is 150.3 feet. Under her 21,350.8 square feet of sail, she can move up to 17 knots. That's 8 knots faster than her top speed under the 750 horses of her main engine. Owned by the Coast Guard Academy, she serves as a training ship for Coast Guard cadets. Each year in June some 170 cadets board her, along with 40 enlisted men and 15 officers, and she sets sail for various ports of call. She has visited more than 30 foreign ports plus many more along our own Atlantic seaboard.

While other academies have largely abandoned the old-fashioned methods of seamanship training, the Coast Guard still regards experience under sail as a valuable prerequisite for its commissioned officer corps. To this end, this splendid square rigger serves nobly and well. Not only does she sail as an inspiring testimony to a rich tradition; she also sails as an honest proving ground for the Coast Guard's future leaders. It doesn't take long for a cadet to learn that sailing a ship like the EAGLE is more difficult than operating the most modern cutter. To the new cadet, the complex footage of her standing and running rigging and that 21,000 square feet of sail might be overwhelming at first, but these are the tools he must use to harness the wind and they must be understood and mastered before the ship can go anywhere. But he comes to understand them and how to control them, and all the more because these tools — the desired sail, the correct halyard, the properly braced yard — are tools he can see and touch and act upon. Such an education as this is hardly to be forgotten; the cadet will remember each part of his ship as surely as he will come to know the vicissitudes of the wind, the weather, and the sea.

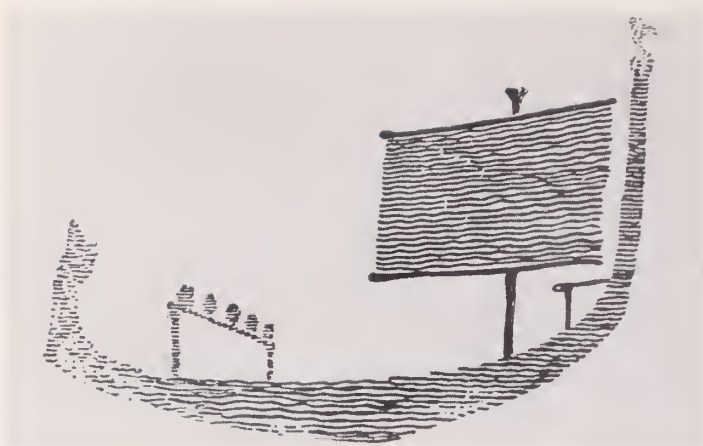


Aboard the EAGLE — "Pulling and Hauling" — courtesy U. S. Coast Guard Academy

Yes, the EAGLE is a marvelous ship in worthy service. She provides hundreds of young men and, as of late, young women, too, with a kind of experience that is increasingly rare indeed. She is a ship that the Coast Guard, not to mention the nation, can regard with pride and respect. No doubt the *further* himself took pride in her, but alas, poor Adolph, such are the spoils of war.



EAGLE, courtesy U.S. Coast Guard Academy



First known sailing craft, about 6000 B.C.

lateen rigged dhow, photo by Alan Villiers,
courtesy of NATIONAL GEOGRAPHIC



EIGHT THOUSAND YEARS OF SAIL

Prehistoric man, having discovered that he could ride upon a floating log, carved out that log so he could ride in it. Thus he fashioned the first boat. And once he had done this, his pride in accomplishment no doubt whetting his appetite for more, it was probably not too long before he fashioned the first sail to help him along. Perhaps it was the breadth of his own back that gave him the clue. He might have stood up one auspicious day (for, back then, all days must have been auspicious) in the hallowed-out "hull" of his primitive boat, his back to the wind, the wind itself pressing upon him and propelling him forward at a rate noticeably faster than before he stood. And having noticed this difference in the speed of his crude vessel, he might have put two and two together (even before he knew there was such a thing as "two") and come up with "sail." The first sail itself might have been a branch of foliage, and then perhaps the hide of an animal, perhaps even the "shirt" off his own back. But whatever it was made of and however it was shaped and mounted, inasmuch as it enhanced his travel on river and sea, it served also, in a very real sense, to harness his fate to the winds. For as the winds continued to blow down through the centuries, and as man himself persisted in his characteristic addition of two plus two, thereby altering and improving upon his sails, he learned not only the direction of his fate, but something of the secret of harnessing the wind itself.

But our prehistoric ancestor, standing there precariously in his hollowed log with the wind teasing not just the hair on his simian back, was a far cry from the true sailing ship. A far cry indeed. For the first sailing boat (not really a ship, properly speaking) of which we have record did not exist until about 6000 b.c. Appropriately, this nascent stage of man's sailing history occurred in the Middle East, the birthplace of his civilization. The first sailing boats were Egyptian craft, the design of which resembling nothing so much as some living creature of the water. To be sure, the bows and underbody were fishlike and the stern was much like the tail end of a swan or duck. This similarity, of course, is not remarkable, for what better models of seaworthiness could there have been but the fish and fowl of the sea? But what is remarkable is the persistence of the basic design throughout the history of the sailing vessel. Indeed, the conservative strain of both design and sail is not difficult to trace, the obvious variety that evolved in both notwithstanding.

But what of that variety? What of that evolution? To trace the history of the sailing vessel we must start from Egypt and Phoenicia of 6000 b.c. and thence eastward to China and north and westward to the Scandinavian countries, England, and the European continent. From there, beginning with the Elizabethan age, we must cross the Atlantic to America in order to follow the history of the vessel in the New World, but not without following it simultaneously in the Old. Space here does not permit even a cursory investigation of so grand a history, but certain principles of it can be mentioned and may be instructive.

One of these principles has already been mentioned, that conservatism of hull design and sail has persisted in the face of change. Thus the squaresail rig that prevailed in Egypt six millenia before the Christian era still prevailed, essentially unchanged, in the lower courses of twentieth century full-rigged ships. Similarly, the lateen rig, which was adapted from the Egyptian squaresail around the time of Alexander the Great, still persists today in many corners of the globe. Likewise, the general lines of the Egyptian boats have been followed throughout the ages, manifesting themselves in such diverse vessels as the Viking ships of old and the beautiful racing yachts of the present.

Other principles in the evolution of the sailing ship are that geography and function have been dictators of design and rigging. It doesn't take too much imagination to appreciate that a vessel well adapted to the peaceful Nile would not fare so well upon the stormy Baltic Sea. Nor is it difficult to conceive that a country so situated that her ships need not travel far in pursuit of trade would have ships designed and rigged differently from those of a nation thousands of miles from the commercial ports of sister nations. But if geography is an important factor, function is the crucial one. For a prime example of this we need only look once again to the evolution of the lateen sail in ancient Egypt. As the early Egyptians began to discover the art of sailing against the wind, they found that the square rig of the Nile boats was not suitable for this and so they needed a sail that could work much closer to the wind. Thus the triangular lateen sail was invented to allow for tacking, i.e., sailing back and forth across the line of a headwind and as close to it as possible. Another functional

Clipper Ship *FLYING CLOUD*

Courtesy of Peabody Museum of Salem



PREUSSEN, Courtesy of Peabody Museum of Salem

accommodation in the evolution of sailing ships, and one that is really a whole set of accommodations on a much larger scale, concerns the general function of the ship itself. A warship, for example, was designed and rigged primarily for maneuverability. Thus the early Greeks and Romans depended heavily on one or more banks of oars for their mobility and less on elaborate rigging. By contrast, merchant ships, whether those of the Phoenicians or the magnificent American tea clippers of the nineteenth century, were designed and rigged for cargo space and speed and depended primarily, and in the case of the clippers, exclusively, on their sails.

There are countless examples that could be given to explain the principles of conservatism-within-diversity, geography, and function, and there are other factors that have operated throughout the evolution of the sailing ship (the fact that a nation's exposure to foreign ships was influential in the building of her own comes readily to mind). However, we shall forego further discussion of so vast a subject and conclude with a brief look at the epitome of the sailing vessel, the clipper ships, their demise, and the subsequent ill-fated resurgence of the sailing vessel in the German ships of the first part of this century.

The clipper ship era began in 1843 as a result of an increasing demand for rapid delivery of tea from China. In her effort to build a ship that would sail every other ship off the sea and so obtain maximum trade, America designed the clipper ship. She had a bow that literally cleft the waves instead of hitting them and retarding the passage of the hull through the water, and she had a stern that allowed the ship to slide through cleanly with a minimum of resistance instead of squatting and holding the dead water. Her length was five and six times her breadth, and she had four masts, as compared to the more usual three, and more sails than competitor ships. The sails themselves were improved, being better textured than her predecessors and dazzlingly beautiful. She was indeed a beautiful ship, and a fast one, and for a few years she was unrivaled on the sea, both in the tea trade with China and in the rush for gold around Cape Horn to California. But the era of the clipper did not last for there were two major factors which made her ephemeral and doomed. One of these was the encroachment of the steam-powered ship, which

spelled doom not only for the clipper, but for sailing ships in general, and the other was the opening of the Suez Canal in 1869, which eliminated the need of sailing around the Cape of Good Hope en route to and from the Orient.

If the demise of the clippers did not bode well for the future of sailing ships, neither did it sound their death knell. For there was yet to come a number of magnificent ships which, some would say, surpassed even the clippers in greatness. Many of these ships belonged to the Laeisz 'P' Line in Germany, but there were some fine ones from France, Scotland, and Denmark as well. They were all Cape Horners, great four- and five-masted square riggers with enormous tonnage—far more than their clipper predecessors—that worked the nitrate trade. They out-performed the steam-powered vessels and, until the opening of the Panama Canal, which would eventually allow the steamers to pass through and so defeat them, they were more economical.

The greatest of these ships, and perhaps the greatest sailing ship of all, was the German ship *PREUSSEN*. She was built in 1902, and in the eight short but brilliant years of her career she carried large cargoes faster and over greater distances than they had ever been moved under sail before. But one of the most notable things about her—notable in part because disturbing—was her ironic fate. The *PREUSSEN*, along with her sister ships, marked a stage of excellence in the long history of the sailing ship, an evolution that had come to the verge of perfection. But she had come to this stage too late, for steam power was encroaching and one of its unfortunate consequences was that its smoke blinded the shipping world not only to the real virtues of the sailing ship, but to its potential as well. Perhaps it was this same smoke billowing at the birth of the new century that beclouded the vision of the skipper of the steamer *BRIGHTON*. For it was that steamer that collided with the *PREUSSEN* in the winter of 1910 as she was heading toward Chile with a cargo of pianos. She did not sink just then, but she was crippled and driven ashore in a gale soon afterwards.

A few years remained, but with the grounding of the *PREUSSEN* the wind was taken out of the sails of the sailing ship. Her long history as a competitor on the world's oceans was coming to an untimely end.



WESTWARD, photo by P. Beamish, courtesy of S.E.A.

The R/V WESTWARD: Sailing, Science, a Semester at Sea

In the tradition of such vessels as the BEAGLE, the CHALLENGER and, more recently, the ALBATROSS, the TEVEGA and the ATLANTIS, the research vessel WESTWARD, since around 1968, has served in oceanography, or the scientific study of the sea. Before that, she made extensive cruises throughout the world, but as a private yacht. The WESTWARD, built in Germany by Abeking and Rasmussen, is a 125 foot staysail schooner designed in Boston by the naval architects Eldredge and McInnis. She is a modern version of another famous training ship, the brigantine YANKEE, which was one of the North Sea Pilot Schooners. These ships were especially rugged and seaworthy, and quite well suited for oceanographic and educational pursuits.

Since 1961, in addition to circumnavigating the globe, the WESTWARD has been involved in numerous oceanographic projects. She has studied internal waves in the Anegada Passage, fish distribution in the Cape Verde Islands, bio-acoustics in Labrador, oil pollution in the Mediterranean, the ecosystems of New York Bight, and the population of sea turtles in the Galapagos Islands. Under the auspices of her present owners, the Sea Education Association (SEA) of Woods Hole, Massachusetts, she will be collecting scientific data about the Gulf Stream even as she sails in this summer's Tall Ships event.

Her tenacious pursuit of scientific information, however, is but half the story of the WESTWARD. The other half is education. The ship currently serves in SEA's "Sea Semester" program. The program itself is unique in that it is the only program of its kind that is accredited as part of a college curriculum. SEA is affiliated with Boston University, Cornell University, and the University of South Carolina, and its 16 credits are transferrable to other colleges and universities

throughout the nation. The "Sea Semester" consists of an intensive six week shore component, conducted at the Woods Hole facility, in the course of which students study marine science, nautical science, and the relationship between man and the sea; and a subsequent six week sea component in the Caribbean or North Atlantic aboard the WESTWARD. While aboard, as many as 22 male and female students perform a variety of apprenticeship tasks in both scientific research and seamanship. Each student works at the various tasks in rotation with the other students in a schedule of eight hour watches. In this manner, the students not only learn a great deal through participation in a rigorous educational program; they quite literally run the ship as well. The permanent crew, consisting of eight well qualified scientists and seamen, serve as instructors and supervisors and generally oversee the six week cruise, but they see to it that the students themselves are given as much actual responsibility as possible in all aspects of the voyage.

Thus a tour aboard the WESTWARD, especially for the novice, perhaps a midwesterner who, far from having acquired sea legs, had probably never even heard of them until those first few days aboard ship, is not merely a pleasure cruise. This is not to say, however, that the sea component of the "Sea Semester" is devoid of adventure. For how could one spend six weeks aboard such a fine and beautiful ship as the WESTWARD without it. Certainly there are times, even amid the rigors of education and the stress of living with so many people so closely for so long, when the student will pause to take in the magnificent air. And as he or she stands beneath those 7000 square feet of sail, every bit as magnificent as the wind that fills them, surely the thought must move: "By God, I'm really at sea!"



WESTWARD, photo courtesy of S.E.A.

KRUZENSHTERN

The Russian Sail Training Ship KRUZENSHTERN is the largest ship participating in the Bicentennial Ship Parade '76. She is 378 feet in length! This four-masted bark will be carrying with her the silver model trophy of the famous clipper ship, the CUTTY SARK, the award that was presented to the captain and crew of the KRUZENSHTERN in 1974 for her contribution to international understanding during that year's International Sail Training Race. The CUTTY SARK award is voted on by all the ship captains and will be presented this year at Fort Adams in Newport at a colorful prize-giving ceremony.



KRUZENSHTERN, photo Tass from Sovfoto

TOVARISTCH

Opposite page: the three-masted Russian Sail Training Ship TOVARISTCH



TOVARISTCH, photo by Tass from Sovfoto



ENCHANTRESS, photo courtesy of ENCHANTRESS

Ferro-Cement Boat

When one thinks of cement in water one thinks of it sinking. But not so with the ENCHANTRESS. This beautiful 130-foot boat is the largest ferro-cement boat in the world. Its owner, Dave Kent of Point Jefferson, New York, began work on the ENCHANTRESS four years ago as the result of a life long dream. His square-rigger follows the traditions of a brigantine with some of Dave's own ideas thrown in. All of the sails are canvas and are set from the deck, with the square sails on a self-rolling device much like that of a window shade. Below deck the ENCHANTRESS sleeps 35 and has all the modern conveniences including wall to wall shag carpeting. There's no creaking of wooden beams, says Dave, but she'll do 15 knots.

Dave wants to build an even bigger ferro-cement boat in the future. A 300-foot full rigged ship!

HMSTY SABRE

The SABRE is a rigged Bermuda yawl, 54 feet 5 inches long and built in Hampshire, England, in 1972. She is one of a number of yachts that make up the British Joint Services Sailing Centre. The aim of the Centre is to provide off-shore Adventurous Training facilities for the three armed services.

The crew of 12 is all male, 6 experienced sailors from the Army and 6 trainees. Fifty percent of this crew must be under twenty-six years of age. When asked about conditions on board the SABRE while she's racing, the respondent answered, "Hours of boredom interspersed with stark terror!"



SABRE, photo courtesy of HMSTY SABRE

OUTLAW

The OUTLAW is a Class 1 Ocean Racer built in 1963 by W. A. Souter Ltd. for Max Aitken. She was chosen to represent Britain in the 1963 Admiral's Cup series with NORGEMA III and CLARION of Wight. Between them these three yachts won back the coveted trophy from the United States.

Although the OUTLAW has changed hands several times since 1963, she has always been maintained in full racing trim and has had several notable successes. She is 48 feet 4 inches overall.



OUTLAW, photo by Beken of Cowes



HENRI, photo courtesy of the HENRI

HENRI

This old-timer was built in Zeebrugge, Belgium in 1927. Originally used as a fish transporter, the HENRI is very strongly and heavily built of French oak and is 61 feet long. Included in the crew of 8 are 4 cadets and 2 women.

STELLA POLARE

The 72-foot yacht STELLA POLARE, formally commissioned by the Italian Navy on October 8, 1965, is a yawl fitted out with two duralumin masts. She is used as a training ship for the officers of the Italian Navy who have just ended their course in the Italian Naval Academy. The crew is composed of 16, including 9 cadets.

Designed by two of the most prominent naval archi-

tects in the world, the Americans Stephens and Sparkman, this small training vessel bears an illustrious name for the Italian Navy: STELLA POLARE (Pole Star) was in fact the name of the ship under the command of Commander Cagni, who in 1900 reached a site only 380 kilometers from the North Pole.

The STELLA POLARE has had a successful career in Sail Training Races.



STELLA POLARE, photo courtesy of STELLA POLARE



GORCH FOCK

The GORCH FOCK

The GORCH FOCK was named after the naval poet Johann Kinau, who published under the pen name of "GORCH FOCK." Built in 1958 in Hamburg, Germany, she is the only large sailing vessel still navigating for the Federal Republic of Germany. She owns the status of a man-of-war and is a sail training vessel. She is 295 feet long and may carry as many as 180 trainees at a time. She is rigged as a three-masted bark; that is, she has two square-rigged masts and one fore-and-aft-rigged mast. She carries 23 sails in all and her maximum speed under sail is 16 knots.



GORCH FOCK photos courtesy of Uwe Schneidewind

The DANMARK — a Floating Romance

From the land of the vikings comes the majestic sailing ship DANMARK. She is 253 feet long and is a breath-taking sight. When the training ship DANMARK sails from the port of Copenhagen it carries 80 boys, aged 16 to 20, who want to qualify as officers in the Danish merchant navy. Priority is given to those who have attended a course at a navigation school, and it is not difficult to fill the places for a cruise on the DANMARK, which is excellent background for an officer-to-be.

When a boy goes on board he keeps his outfit in a locker and a chest; and the latter is his "chair" at meal times. Although the accommodations have improved since the ship was built thirty years ago, primitiveness is still a virtue and discipline an essential requirement. The would-be mate has to take in plenty of theory during the six months of the cruise, but character formation is equally important. On the yard-arm 100 feet above deck a boy learns self-reliance and develops a sense of responsibility, knowing that his shipmates beside him and on deck below expect his care and precision that will ensure their safety.

For developing these qualities a period on a training ship is worth any amount of money, which is no doubt the chief reason why sailing ships are still used for training. The cost of keeping the DANMARK in operation is about \$650,000 a year, which is paid by the government and ship-owners in approximately equal parts. It is money well spent, for the DANMARK has become a floating prestige advertisement for the country whose name it bears.



DANMARK, photo courtesy of DANMARK



DANMARK, photo courtesy of DANMARK



DANMARK, photo courtesy of the DANMARK

POLYNESIA

Formerly the ARGUS, the POLYNESIA, a 203-foot barkentine, was purchased nearly a year ago by Windjammer "Barefoot" Cruises from the Portuguese government after thirty-three years of service in the Grand Banks Fishing Fleet. She has graced the pages of NATIONAL GEOGRAPHIC and the books of Alain Villiers. Her quest off the shores of Newfoundland in search of cod have been retold many times—today she has a new beginning.

It cost nearly a million dollars and 120,000 man-hours to transform POLYNESIA from a durable, ice-breaking fishing vessel into a sleek pleasure yacht for the barefoot adventure crowd of the Windjammer fleet in Miami Beach.



POLYNESIA, courtesy "Barefoot Cruises"



FLYING CLOUD, courtesy "Barefoot Cruises"

FLYING CLOUD

Formerly a French cadet ship, this 208-foot barkentine has 18,000 square feet of sail area. Built in the tradition of the PRIVATEER, she boasts a clipper bow, gold leaf scroll work, and the charm of yesteryear. The FLYING CLOUD is a member of the Windjammer "Barefoot" Cruises of Miami Beach, Florida.



FANTOME, courtesy "Barefoot Cruises"

FANTOME

The 282-foot barkentine was originally built as a private floating palace for the Duke of Westminster. She was purchased by Aristotle Onassis as a wedding gift for Prince Rainier and Princess Grace but never delivered.

The FANTOME boasts of being the world's largest schooner. She is now in the Windjammer "Barefoot" Cruise fleet in Miami Beach, Florida.

YANKEE CLIPPER

Acquired from the Vanderbilt Estate by Windjammer "Barefoot" Cruises, the YANKEE CLIPPER is one of the greatest sailing yachts ever built. She has been used extensively on scientific exploration and long voyages. Originally carefully built by Krupp, the German industrialist, to be his personal yacht, she was confiscated by the U. S. as a war prize. The YANKEE CLIPPER is now home-ported in Miami Beach, Florida, and is sailing as a cruise ship.



YANKEE CLIPPER, courtesy "Barefoot Cruises"

Newport, Rhode Island: Embryonic Spirit of '76

In 1663, the Reverend John Clarke of Rhode Island went to England to obtain from King Charles II a new charter for the New England colony. As a result of Reverend Clarke's petition, Rhode Island was given the most liberal charter ever granted by a European power. Among its provisions were the election of all government officials, including governor (a post which, in all but one of the other colonies, was filled by Royal appointment), complete religious freedom, and the courtroom validity of the testimony of Black people.

While the new charter pleased the people of Rhode Island, it incurred the jealousy of some of her colonial neighbors. Massachusetts and Connecticut, for example, at a time when sheep raising was the primary industry of the town of Newport, stopped buying her wool. It was the economic boycott that motivated Newport to begin building ships to carry her goods to other markets, and it was this new venture of ship building that helped to launch her history as a trade port.

One important effect of her new ship-building industry, especially since it grew in the climate of her independent charter, was that Rhode Island soon became involved in smuggling activities for the other colonies whose customs officers were still appointed by the Crown. Before long, smuggling became Rhode Island's most important industry and a major factor in her wealth. Newport, especially, benefited from these developments. Because of her wealth and the blessing of her wonderful summer climate, she became, and has since remained, a favorite spot for summer visitors. These summer visitors, however, have not always been the common tourist. Some of the earliest ones were pirates who came up from the Bahamas and the West Indies where they spent their privateering winters. Their presence in Newport contributed much to her colorful history. The infamous Captain Kidd, for example, was said to have buried treasure in the area, and Newport's White Horse Tavern, which was built in 1673 and is the oldest operating tavern in the nation, was once operated by a pirate named Mayers. On the grimmer side, in an effort to discourage pirate activities, Newporters rounded up many of the pirates and had public hangings in 1723 and 1726.

In the meantime, Rhode Island was becoming steadily more independent of Great Britain. Although she, like the other colonies, was compelled to take part in the Seven Years' War as a British ally, she nevertheless continued her trade with Britain's enemies, France and Spain. Needless to say, this angered the mother country, and in retribution, Britain introduced a very restrictive trade policy which the King was determined to enforce. British warships were sent to Newport, along with the Royal Navy's customs schooner ST. JOHN. As the ST. JOHN sat in Newport

harbor on July 9, 1764, twelve full years before the Declaration, heavy guns located in Fort George on Goat Island opened up with the first shots of revolution. The ST. JOHN, however, set sail before serious damage could be done, and she was replaced on June 4, 1765, by the frigate MAIDSTONE. But the MAIDSTONE triggered even more drastic action than did the ST. JOHN, as a mob of angry Newporters seized and burned a small customs schooner that was serving as the MAIDSTONE'S tender.

More incidents of this nature occurred in the ensuing months and years. On May 18, 1769, a Providence mob tarred and feathered a number of customs officials; on July 19 an angry Newport mob captured the customs sloop LIBERTY and burned her two days later; when the British sent the customs schooner GASPEE to stop the persistent smuggling operations, she was seized by armed Rhode Islanders and burned after her captain and crew were removed. When the King, infuriated over the burning of the GASPEE, ordered an investigation and demanded that the responsible parties be sent to England for trial, no one could be found accountable for the crime, despite the offer of a considerable reward. The Crown's next move was to send the ROSE, a large twenty-four-gun frigate, to show its authority and to put a stop, once and for all, to both the smuggling and the colonial defiance.

The ROSE, under the command of James Wallace, was so effective that, in response to her presence, the Rhode Island General Assembly formed the Rhode Island Navy, the first of its kind in the colonies, on June 12, 1775. However, the two sloops chartered for this purpose—the KATY, with ten guns and eighty men, and the WASHINGTON, with thirty men—could not remove the ROSE from Rhode Island waters. And despite the fact that, on June 15, the KATY, in firing the first Naval shots of the Revolution, did capture the British sloop Dianna, the force displayed by the ROSE made Rhode Islanders seek the aid of the other colonies. To this purpose, a bill was introduced to create a national navy, and on October 13, 1775, the Continental Navy was authorized. The KATY became the first ship in the new Navy and was renamed PROVIDENCE for the occasion.

The ROSE, meanwhile, had to depart for Halifax for repairs. No sooner had she left Newport waters than Rhode Island formally renounced her allegiance to the King, fully two months before the other colonies did so at Philadelphia. Thus Rhode Islanders, having first tasted freedom when they were granted their liberal charter by Charles II, decided they liked the taste so much that they were the first colony to insist that their freedom be complete.



Newport, Rhode Island, courtesy of Trinity Church Bicentennial Commission, Newport, Rhode Island

The HMS ROSE

The original ROSE, a Royal Navy frigate, was built in 1756 at Hull, Yorkshire, England. She was 170 feet long, displaced 500 tons, and could set over 13,000 square feet of sail. With twenty-four nine-pound cannons and a top speed of about 11 knots, England's enemies found her to be a devastating opponent. While the ROSE fought with distinction in the Seven Years War against France and Spain, Rhode Islanders and other Americans are especially interested in her because of her part in America's freedom story.

It all started when the King of England, who was extremely angry with Rhode Islanders over their smuggling activities, their tarring and feathering of customs officials, and their harassment of English ships, sent the ROSE to Rhode Island waters to enforce English authority. Unlike previous ships, the ROSE, with its awesome strength, could not be run off. Even the American sloops KATY and WASHINGTON, the first in the infant Rhode Island navy, could not intimidate the ROSE herself, although they did make life difficult for her tenders which she sent out to seize colonial vessels. It was in this climate, with the stubborn ROSE frustrating the Rhode Island navy, that the Rhode Island Assembly, on August 26, 1775, instructed Congressional delegate Stephen Hopkins to introduce a bill to create a continental navy. The Congress, aware of the need of such a navy and encouraged by the results of the fledgling Rhode Island navy, passed the bill on October 13.

The ROSE, meanwhile, under the command of Sir James Wallace, was still in Newport waters as the flagship of a small squadron. She remained there throughout the winter, but in April, 1776, she set sail for Halifax because she was in need of food and repairs. Soon thereafter, on May 4, 1776, the Rhode Island General Assembly declared independence from England in hopes that, among other things, it would discourage the return of the ROSE. In this the Rhode Islanders were successful, but the ROSE continued to play an active role against the Americans and their French allies until she was sunk at Savannah, Georgia, in 1779.

In 1969, John Millar, a naval historian, rebuilt the ROSE in Lunenburg, Nova Scotia, from original blueprints at a cost of nearly \$500,000. Millar also was able to come up with a few pieces of the original ship which, over the years, had been recovered in dredging operations, and used some of them in the reconstruction. The reconstructed ROSE was sailed to Newport, Rhode Island, Millar's home, and may be seen as part



HMS ROSE, courtesy Seaport '76

of the Seaport '76 display which is open to the public. Her careful reconstruction, using the original blueprints and some of the original pieces, has been termed by some as "the most significant achievement of the Bicentennial."

URANIA

The present URANIA is the third vessel of this name among the ships of the Royal Netherlands Navy. She was built in 1928 as a private yacht. Ten years later, on the 23rd of April, 1938, she was bought by the Royal Netherlands Navy, renamed, and commissioned as a cadet training vessel.

She is 79 feet long and rigged as a Bermuda ketch. She crews 16 with 8 to 12 cadets. Basic seamanship is taught and life on board while racing is said to be sometimes hard and sometimes pleasant.



URANIA, photo by Koninklijke Marine

POLONEZ

The POLONEZ, a 45-foot ketch, now belongs to Marine Engineering College in Szczecin, Poland. She is made of mahogany, triple skinned, about one inch thick. An interesting feature is her flush deck and plastic observation dome. The masts are made of small diameter steel tubes.

Krzysztof Baranowski captains the POLONEZ and has sailed her around the world in four stretches. The first stretch, from Newport to Cape Town, South Africa, was without serious incident; but the second stretch around the Cape of Good Hope to Hobart, Tasmania, which carried the ship into the so-called "Roaring Forties," was a most difficult passage. In a single day during a strong gale, the POLONEZ rolled over mast down three times. The damages were repaired in Hobart and she set sail again on the third stretch. From Australia, she once again entered the "Roaring Forties" and sped toward Cape Horn, this time without casualty. It was on this stretch of the voyage that the POLONEZ set a sailing record of forty-five days from Australia to the Horn for a solo monohull boat. The final leg of the circumnavigation was from the Falkland Islands near the Horn to Plymouth, England. This she sailed without incident.

The POLONEZ has recently undergone changes to increase the crew from one to six for the Sail Training Races, but she is basically the same boat that rounded Cape Horn and expects to do as well in the coming events.



NORSEMAN of Holland, courtesy of the NORSEMAN



POLONEZ, courtesy of Krzysztof Baranowski



TE VEGA, photo courtesy of TE VEGA

The TE VEGA

The TE VEGA, a two-masted, gaff-topsail schooner, has an overall length of 156 feet, a beam of 29 feet, a mainmast of 129 feet, and can set 10,403 square feet of sail. She was built in Kiel, Germany, in 1930 by Krupp for her owner Walter Graeme Ladd, who named her ETAK, which was his wife's name spelled backwards.

After Ladd's death in 1935, she had various names under various owners but was best known as VEGA. She was completely refurbished in the years 1958-1962 by her owner, Harold A. Miller. Her next owner was Stanford University, under whose auspices she became an oceanographic research vessel, and for seven years she was the home base for marine biologists in world-wide cruises. When her work with Stanford was completed she was bought by a Denver corporation that went bankrupt within the year. After that she was acquired as a school ship.

For the last six years the TE VEGA has served as the seaborne campus of the Flint School teaching teenaged students all Jr. and Sr. High School subjects. Nine hours of scheduled classes are held daily in port, but at sea the students become the crew, learning all facets of sail training and engine maintenance. Among the places she has traveled with the Flint School are the Caribbean, the Amazon River, Copenhagen, Guadeloupe, the Mediterranean, and the Fjords in Scandinavia. She sails with a crew of 42 including 30 cadets. Usually one-third of the crew are female.



TE VEGA, photo courtesy of TE VEGA

The Siege of Boston

In mid-summer 1775 the British occupied old Boston but they were under siege by the rebel forces who occupied the inland territory surrounding the peninsula. The British were thus in the center of an American semicircle which stretched about nine miles from Powderhorn Hill (present Chelsea) on the north to Savin Hill in Dorchester on the south. The Americans had fortified the heights of Roxbury inland from Boston Neck and had entrenched themselves along the semicircle inland and near the river approaches in present Somerville, Cambridge, Brookline and Roxbury and at the neck of land leading to Dorchester Heights. Although they had lost Bunker Hill to the British, the Americans had strongly fortified Winter and Prospect Hills just a short distance inland, and they were to strengthen this position even further by capturing Ploughed Hill later in the summer.

There were many skirmishes throughout that summer, some of which involved American seamen who attempted raids to tighten the squeeze on British food and supplies. On one such raid, Col. John Groaton with 136 men in whaleboats brought off cattle from Long Island and burned buildings. In the skirmish that ensued, both sides suffered many casualties. In similar raids more cattle were driven off Grape and Deer Islands, and on July 21 an American detachment, via Nantasket, raided the Boston lighthouse at the outer harbor and carried away lamps, oil, boats, etc., in addition to much needed gunpowder. An armed British schooner and several smaller boats engaged these Americans, but in the end only two were wounded. Some ten days later, as the British were repairing the damages to the lighthouse, Maj. Tupper and 300 Americans made a second raid on the structure, and even though Tupper was detained by the tide and attacked by several British boats, he still made off with 45 prisoners. An American field piece planted on Nantasket Beach sunk one of the British boats and only one American soldier was lost.

Meanwhile, despite the strength of the American siege, Washington was concerned about the British opening to the sea. It was obviously the British lifeline, so if he could discover a way to reduce the seaborne flow of men and supplies, he would be able not only to make his position even stronger, but replenish his supplies as well. This latter consideration was especially important because the American army was in dire need of gunpowder.

Washington was very much aware of the brave deeds of such men as Maj. Tupper and Col. Groaton who performed their feats in mere whaleboats, and he knew of many courageous acts of other patriots along the coast to the south. But it was the exploits of the New England seamen that stirred him the most—exploits like that of the outraged New Bedford-Dartmouth seamen who, in two sloops of their own, went after the HMS FALCON, a 14-gun sloop of war, which, prowling Buzzards Bay, had tried to make off with two American ships. Courageously, the Americans boarded the FALCON, fought, and brought their ships back to port along with 15 prisoners. In another exploit, Capt. Jeremiah O'Brien, one of the

Sons of Liberty, gave chase to the British armed schooner MARGARETTA. The MARGARETTA was sailing as convoy for loyalist ships that were engaged in trading provisions for lumber that would be used in British fortifications. O'Brien's men, in loyalist sloops that they had seized, made after the British schooner, boarded her, and, despite heavy casualties, won her for the American cause.

Being aware of such activities of American seamen in their small and makeshift vessels, and being cognizant also of the fact that a few of the colonies, notably Rhode Island, already had fledgling navies of their own, Washington was receptive to the idea of launching a continental navy. Such a navy would be able to hound the British opening to the sea and thereby help to rout them from Boston.

As an experiment, Washington selected Col. John Glover, a Marblehead shipowner and Son of Liberty, to choose a ship to arm and sail in the name of the United Colonies. The ship, a fishing schooner from Glover's merchant fleet, was armed, outfitted, manned with sailors from Glover's regiment, and named HANNAH in honor of Glover's wife. Her skipper would be Capt. Nicholson Broughton, a 50-year-old shipmaster and officer in Glover's regiment. On September 2, Washington drafted Broughton's orders to sail the HANNAH out of Beverly Harbor against the British lifeline. Although the HANNAH was destined for a short life—she was crippled and retired after grounding on a Beverly beach during an encounter with the HMS NAUTILUS on October 10—Washington had already determined to have a larger navy in order to carry out his plan to cut off British supplies. Because of this and other factors—for example, the intimidating presence of the HMS ROSE in Newport waters—the Congress authorized a continental navy on October 13, 1775.

One of the most notable successes of this early navy was the achievement of Capt. John Manley of Marblehead. Washington, having learned that the British transport vessel NANCY had been separated from her convoy and was missing off Cape Cod, ordered his fleet to look for her. Capt. Manley sighted her late on November 27 and boarded her after she mistook his ship for a pilot boat. The prize was a virtual arsenal: 2000 muskets, 100,000 flints, tons of musket shot, round shot, mortar beds, two brass 6-pounders, loads of stores, and a 13-inch brass mortar that would be hauled triumphantly to Cambridge and be named "The Congress."

Through successes such as this the new navy did strengthen the American siege of Boston, but it was chiefly the encircling army, bolstered by the cannon, which Col. Henry Knox brought heroically all the way from Fort Ticonderoga on Lake Champlain and by the taking of Dorchester Heights, that forced the British to retreat to Halifax in the spring of 1776, thus giving General Washington his first major victory, the liberation of Boston.



Evacuation of Boston, courtesy of Bostonian Society

John Paul Jones: The Sailor England Feared



John Paul Jones, from the Terra-Cotta bust by Houdon

In the closing years of the eighteenth century, this brilliant adventurer led a life like "the stuff that dreams are made of." He asked nothing from the world but fame and glory, and these he would justly claim.

As a boy on the distant shores of Scotland, he loved the sea. His childhood saw him in the humblest peasant environment, but as a result of his extraordinary desire for a sailor's life he was apprenticed and sent to sea at the age of twelve to seek his fortune. And his ambition served him well, for he rose rapidly on his own merit, without favor of influence, and at nineteen became chief mate of a slaver. At twenty-one he was

captain of a West India trading vessel, at twenty-eight he was commissioned lieutenant in the American Continental Navy, at twenty-nine he became a captain, and at thirty-two a commodore.

Jones was not only the hero of the new world, but of the old one as well. His enemies feared his brilliant ability as a combatant and the sight of his ship sent chills up their spines. His courage in battle was infectious and so it carried to his men. Thus and enemy had to fight not only the extraordinary Jones, but his inspired crew as well. Once locked in combat there would be no letting go until he had led his band of Yankee sailors over the hammock-netting and boarded the enemy vessel with pistol and sword in hand. He inspired his

men to such a screaming pitch that it usually took days to return to normal.

He was everybody's hero. Spoiled, adulated, petted by great and small. He was special envoy to the French Court at thirty-six, and at forty, in the commemoration of the victory of the BONHOMME RICHARD over the SERAPIS, he was voted a gold medal by Congress. Finally, as the threads of his life began to show the signs of wear, he became a Vice-Admiral of the Russian Empress at forty-three. Two years later, at forty-five, John Paul Jones died. His life was not long, but it was brilliant—and how incredibly rare!

The Twelve-Gun Sloop PROVIDENCE

The PROVIDENCE, originally the KATY, was built about 1768 in Providence, Rhode Island, by a wealthy merchant named John Brown. She was used briefly for whaling and possibly in the slave trade, but in June 1775 she was taken into the Rhode Island Navy. Just three days after her commission, under the command of Abraham Whipple, she fired the first American naval cannon shots of the war when she captured the armed British sloop DIANA.

Later, when Congress established the Continental Navy in October 1775, the PROVIDENCE became one of the first two ships authorized and the very first to set sail while the rest of the fleet was yet to be completed in Philadelphia. The PROVIDENCE, although very beamy, was extremely fast. She was capable of carrying enormous sail area and her 80-foot mast supported a huge mainsail. She had three jibs on her 34-foot bowsprit and a fifth sail could be carried atop the mast. Her speed was so great that John Paul Jones was to call her the fastest he had ever sailed.

The PROVIDENCE was Jones' first command. In the fall of 1776 he sailed her on a solo cruise that netted sixteen prizes in seven weeks, but because of her relatively small size, larger British ships caused some exciting moments. Her speed and maneuverability, however, coupled with Jones' skill and daring earned her the reputation as a lucky ship. The PROVIDENCE was famous not only in America, but in England as well.

When Jones was later given the command of a larger ship, the ALFRED, his first lieutenant aboard the PROVIDENCE became her new captain. This was John Peck Rathbun, a seaman cut from the same cool and courageous cloth as Jones himself. Attacking and outmaneuvering often more than one enemy ship at a time, the PROVIDENCE continued her extraordinary career under Rathbun. It was as if the ship inspired the men and the men inspired the ship.

On one occasion the PROVIDENCE, on patrol off Sandy Hook, New Jersey, attacked a small flotilla of British merchant vessels. The PROVIDENCE went after the largest ship first and discovered quickly that this was to be no easy encounter. The British ship, which mounted sixteen guns, fired on the PROVIDENCE as did two other vessels in the flotilla. The American sloop's sails and rigging were "much cut to pieces and her sailing master killed." Her crew bore off, cleared away their dead over the side, made repairs, and returned to the attack.

It is not difficult to see how the PROVIDENCE earned her reputation, nor is it hard to see why her crew loved her so. As to whatever became of her, it is not definitely known. The Captain's Log of August 14, 1779, tells of the crew trying to sink her in the Penobscot Bay in Maine to prevent capture, but some historians maintain that even the Americans could not sink her. The PROVIDENCE, true to such stuff as legends are made on, would live to sail another day.



PROVIDENCE, photo by Foley, Newport







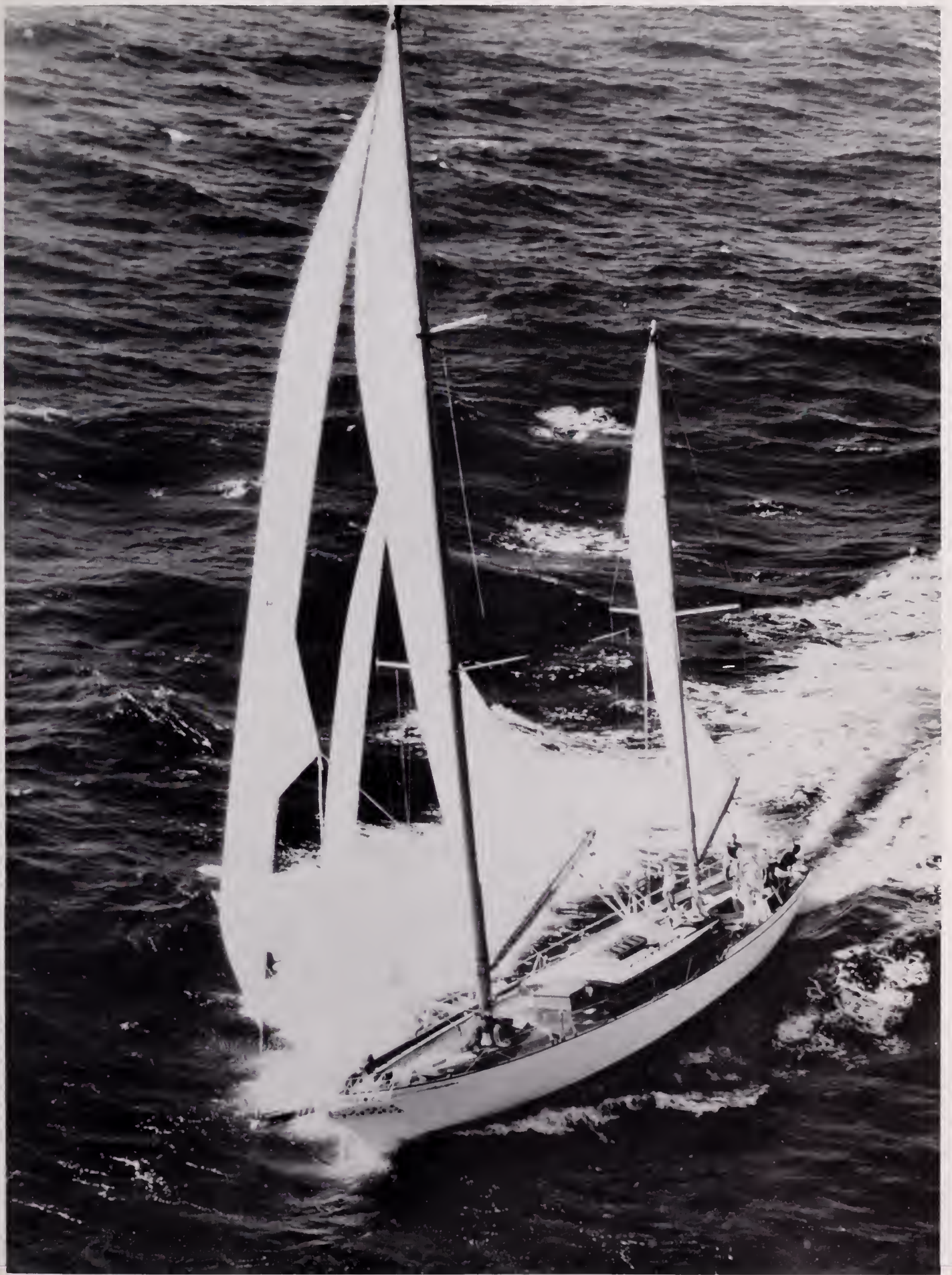
WESTWARD, photo by K. Balcomb, courtesy of S.E.A.

TICONDEROGA

The TICONDEROGA a 72-foot ketch with a 16-foot beam, was built in Quincy, Massachusetts, in 1936. She cost \$95,000 to build, but the cost of replacing her, based on the cost of a replica recently built in New Zealand, would be around \$700,000. Her regular crew consists of 4 persons, usually 2 female and 2 male, but for the Bicentennial race, there will be 6 cadets, half of whom will be female.

During World War II, the TI was in service to the Coast Guard on submarine patrol off the coast of Virginia and the Chesapeake. After the war she had a series of owners until Robert Johnson purchased her in 1963. Johnson stripped her out, put her back as close to her original lines as possible, and set out to do some serious racing. The TI had already set several racing records before Johnson bought her, but under Johnson and his wild-man crews she broke almost all of the big ocean race records.

In 1967, after years of racing had taken their toll in broken frames and numerous leaks, Johnson gave the TICONDEROGA to a marine research institute. That same year she was sold to Robert Robe of New York who reconstructed her, giving her all new frames, all new planking from the waterline down, new keelson, deadwood, new rigging, and new interior designed for charter work. She has been in the charter business ever since, even after she was purchased by Ken MacKenzie in 1971.



TICONDEROGA, photo by Jim McNitt



WALROSS III, photo courtesy Akademischer Segler-Verein



WALROSS III, photo courtesy Akademischer Segler-Verein

WALROSS III

The German yacht WALROSS III was built in 1971 at Nautor Oy, Finland. Up to now, she is the last link in a fleet of ocean-going yachts owned by the Akademischer Segler-Verein club (Berlin) since 1886, when the club was founded. She carries a crew of 10 or 12, with up to 3 females as trainees. The student

trainees are taught in seamanship, navigation, and all things concerning off-shore sailing. The WALROSS III covers more than 10,000 nautical miles every year since the A.S.V. bought her, mostly sailing in the North Sea, the Baltic Sea, the British Channel, and the North Atlantic.

WHITE DOLPHIN III

The WHITE DOLPHIN III is a cruising boat owned by Wolf-Dietrich Kirchner of West Germany. The boat is new and Mr. Kirchner hopes that it will prove as successful as some of his earlier boats. One such boat was the WHITE DOLPHIN II, which crossed the Atlantic in 1973 from Newport to England in only twenty-seven days.

Kirchner will sail the 33-foot DOLPHIN III from Bermuda to Newport with 2 cadets.



WHITE DOLPHIN III, photo courtesy WHITE DOLPHIN III



BARBA NEGRA, photo by Larry Cronin

LEONID TELIGA

The LEONID TELIGA, a 57-foot Bermuda yawl, belongs to the steel workers' Water Sports Club in Katowice. She is under charter by the Iron Shackle Fraternity because the H. RUTKOWSKI could not prepare in time to participate in "OpSail '76."



LEONID TELIGA,
photo courtesy of LEONID TELIGA

H. RUTKOWSKI

The H. RUTKOWSKI is the regular Sail Training yacht of the Iron Shackle Fraternity in Poland. She could not prepare in time to participate in this year's events, so the LEONID TELIGA will be taking her place.



H. RUTKOWSKI, photo courtesy of H. RUTKOWSKI

The SIR WINSTON CHURCHILL

This three-masted topsail schooner named after the great statesman was built in Dessle, North Dumbrieside, at the cost of \$150,000. After an appeal for funds to build her was launched in 1962, the ship was laid down in 1964 and completed in March 1966. Since then she has taken over 6000 young people to sea on 169 cruises.

She accommodates 5 permanent crew, 11 volunteer afterguard, and 39 trainees. At Newport, New York, and Boston the trainees and five of the afterguard will be women. It takes about \$70,000 annually to maintain her; this includes salaries of the crew, food costs, fuel costs, and the cost of stores, maintenance, and shore administration.

Her main features are: 300 tons T.M., 153-foot L.O.A., 100-foot L.W.L., 25-foot beam, and 16-foot draft. Her masterhead is 116 feet. She trains on the sea, but not for the sea; her object of training is social education.



SIR WINSTON CHURCHILL, photo by A. Bromley-Martin



The Gradual Liberation of New York

New York City was the logical place for the British to go after having left Boston in March of 1776. The city was very accessible by sea and, strategically, it cut the American colonies in half. Also, its penetrating waterways made it difficult to defend the city against a foe that was superior in sea power. So it was not surprising when the British fleet entered New York waters and landed at Staten Island in June 1776.

Washington, however, was determined not to give up New York City without a struggle, so the American forces started digging in there even before the British left Boston. Unfortunately, the Commander's determination could not sufficiently bolster his forces which were sadly scattered and thin.

On July 12, Admiral Howe struck with the 44-gunned PHOENIX and the 20-gunned ROSE. Sailing up the Hudson River, these ships bombarded the city, which was then nestled at the southern tip of Manhattan Island. Continuing up the river, they penetrated the colonial obstructions at Forts Lee and Washington and sailed on up to Tarrytown where they disrupted American shipping and intercepted American supplies.

As Washington was thus in retreat from New York, the British took up the pursuit. In mid-September the redcoats landed at Kip's Bay in Manhattan and moved inland in a not quite successful attempt to cut off the American forces that were still on the southern part of the island. The pursuit continued but it was not always easy for the British. Washington's forces, for example, successfully counterattacked at a point north of where Grant's Tomb is today, and though the success was only a limited one, it was significant in its positive effect on American morale. And again, as the British pursued them into the Bronx, the Americans resisted stubbornly at Westchester Creek, causing their pursuers to divert to a point farther to the east. From then on, however, the situation grew worse for the Americans as both White Plains and Fort Washington on the Hudson were lost. In the latter battle, nearly half of the American army was taken prisoner.

The British continued the pursuit throughout the autumn, chasing the Americans south across New Jersey. But before the end of the year, Washington recouped in two brilliant attacks at Trenton and



British men-of-war forcing passage up the Hudson; smoke from guns of Fort Lee on New Jersey shores and Fort Washington on the New York bank, 1776; photo courtesy of New York Public Library.

Late in August the British forces gathered on shore and in ships at Staten Island. They numbered some 32,000 men, the greatest expeditionary force ever assembled in the eighteenth century. The majority of these troops, using boats, landed at what is presently the southwest corner of Brooklyn. They cut deeply into the rear of Washington's army and almost succeeded in surrounding and destroying most of it in the Battle of Long Island.

Washington's next move was to reinforce the high ground in what is presently Brooklyn Heights in order to prevent British guns from digging in and threatening New York City across the river. But since the more pressing danger was the threat of British encirclement by water, Washington, in late August, using regiments of sailors and fishermen from Marblehead and Salem, transported thousands of American soldiers across the river to Manhattan in rough, wet weather—the same inclement weather that stopped the British ships from getting up the East River.

Princeton. At this point, much to the advantage of the Americans, the British decided to abandon the chase, along with the rich New Jersey hinterland.

In the months that followed, the American army continued to raid New York City, making the British very uneasy. At one point they raided Staten Island with some 2500 men. And later, after the French had entered the war, the British grew increasingly fearful for their position. Washington continued to harass them from the north as he led his army of Americans and Frenchmen around the city, across the Hudson, and south to the Chesapeake where, along with the French fleet, it forced the surrender of Cornwallis in the fall of 1781. The British left the city two years later. Their departure was peaceful, and in this climate Washington's forces marched in.



GAZELA PRIMEIRO, photo courtesy of GAZELA PRIMEIRO

GAZELA PRIMEIRO

The GAZELA PRIMEIRO is the last of the Portuguese square-rigged fishing fleet. Built in 1883 at Cacilhas, Portugal, she sailed from Portugal to the fabulous cod fishing area off Newfoundland called the Grand Banks. In 1970 she was acquired by the Philadelphia Maritime Museum and in 1971 was sailed by a volunteer crew from Lisbon to Philadelphia.

Each spring, for over a century, after the "Blessing of the fleet" at the Church of Jeronimos, in Lisbon, the fleet would sail for the Grand Banks. On the fishing grounds every fisherman would rise about four in the morning and scramble into his small boat, called a dory, leave the mothership and sail or row away. A dory held one fisherman and he would pay out his half-mile long fishing line with about 600 baited hooks. All day he would haul in his fishing line, remove the 30 to 60 pound codfish, rebait and reset the line again—often catching 1000 pounds of fish a day. The fisherman would return to the ship only to unload his catch or when the sun began to slip below the horizon. At times when weather or fog was bad the captain of ship would recall the dories by hoisting a flag or blasting a signal on the ship's horn. It was at least a twelve hour fishing day but after returning to the mother-ship, the fisherman still had to clean fish as long as there were fish to be cleaned and help put them down in salt in the hold—he was lucky if he got four hours of sleep a night. The dorymen fished for five or six months, day in day out, in fog and rain, until the ship's hold was filled—such was the brutal life of a Portuguese fisherman alone on the sea with his dory.

The GAZELA PRIMEIRO with her graceful clipper bow and finely drawn stern looks more like a yacht than a working fishing vessel. She is a barkentine since she has three masts with square sails on the foremast and fore-and-aft sail on the main and mizzen masts.

Sometime in mid-July the GAZELA PRIMEIRO will be open for public visit in Philadelphia. She will berth at Penn's Landing on the Delaware River.

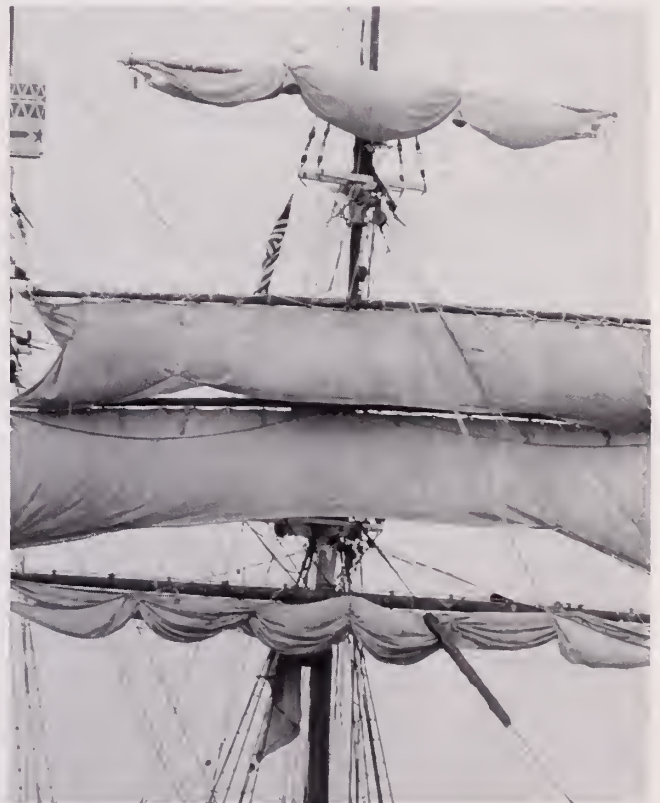


PHOTO BY Larry Cronin

PHOENIX

The PHOENIX, with an overall length of 85 feet and a 22.6-foot beam, was built in 1927 as a trader. When built, she was rigged as a schooner in the rather simple style of the times necessitated by the urgent need to keep running costs and crew down to remain competitive. In 1973 she was purchased by John and Frederika Charles. At that time the PHOENIX was still trading and her hull and machinery were in magnificent condition. After having her hatches removed and having her flush decked and her masts and spars replaced, she was rigged and classified as a brigantine. The Charleses report their intention is to give young people and sailing enthusiasts the opportunity to sail a small square-rigger, a type which is, sadly, rarely seen today.

During the series of races this year, the PHOENIX will be manned by Irish, English, French, Americans, Canadians, Australians, Belgians, and Dutch. Thus it is hoped, in a small way, that the PHOENIX will achieve a little international teamwork. Yea PHOENIX!



PHOENIX, photo courtesy of PHOENIX

CAMEO of Looe

The CAMEO of Looe is a traditional cruising yacht designed for the specific purpose of giving practical instruction to yachtsmen who wish to qualify for the R.Y.A. Yacht Master (off-shore) certificate of confidence.

She is probably one of the smallest vessels entered for this summer's series of events, being only 30 feet at water level, which is the minimum L.W.L. permitted.

The yacht is owned and managed by Esmond Friend and his wife. They are able to accommodate 4 trainees who are given intensive instruction in sailing, seamanship, pilotage, and navigation.



CAMEO OF LOOE (Photos courtesy of CAMEO OF LOOE)



CAMEO OF LOOE

Norfolk Pilot Schooner

At the beginning of the Revolution, many small merchant craft were pressed into naval service by the individual states and towns. In the lower Chesapeake Bay, this was especially true of the pilot schooners.

The GALLEONS LAP is a gaff-rigged, clipper bowed schooner, 39 feet long including bowsprit and 25 feet at water level. Her design and construction, though using modern materials, follows the lineage of those fabulous Norfolk pilot schooners.



GALLEONS LAP, courtesy of GALLEONS LAP



ASTRAL, courtesy of the ASTRAL

ASTRAL

The ASTRAL, a 98-foot Bermuda ketch motor sailer with a 24-foot beam, was built in 1970 by Kroegerwerft in Rendsberg, Germany. She took part in the 1970 Tall Ships Race from Plymouth, England, to Tenerife, Canary Islands, crossed the Atlantic and traveled to California through the Panama Canal.

Subsequently, she cruised the Hawaiian Islands, Tahiti, and the Marquesas. Then she crossed back to the West Indies and to Europe for the 1972 Tall Ships Races and participated in them again in 1974.

In 1975, she took part in the Amsterdam 700 celebrations and London Sailing Week. This year, she has crossed the Atlantic again and is taking part in the current Tall Ships Race from Bermuda to Newport and in the Operation Sail, '76 events.



UNICORN, photo courtesy of UNICORN

Tall, Tall Ship

After World War II, Finland, like most of Europe, found many of her cities lying in ruin. The rebuilding process was extremely difficult with so little to work with, but fortunately Finland did have an abundance of wood in her forested land. This resource was essential not only to the rebuilding of her war-torn cities, but to the construction of the ships that would carry the needed sand and lumber.

The Finnish government offered special loans to anyone who could build and sail a wooden cargo ship, and the Finnish people responded in short order with a fleet of some 30 wooden schooners. Among these was the LYRA (later to be named the UNICORN). She was built in 1948 by her owner, Helge Johansson, who spared no effort to see that his ship was one of the best. So well was she constructed that today most of the UNICORN's hull is of the original ship.

In 1971, while still working for Johansson near the Russo-Finnish border as a motorized sand barge, with mast and most of her superstructure cut away, she was spotted by Jacques Thiry, a French-American photographer and sailor who had been searching for a suitable hull to rig as a traditional square-rigged sailing ship. Thiry and his partner, a Finnish shipwright named Pertti Tarvas, bought the ship and renamed her UNICORN. Using the plans of an 1876

French brig, they started the long, hard task of rebuilding the sand barge into a majestic ship.

The dream that drove Thiry and Tarvas took fourteen months to come true. In 1973, the UNICORN took on its new assignment as a charter boat and cargo carrier in the British West Indies. The new business was profitable but short lived. While unloading her third cargo, she was hit by a hurricane and all of the cargo was destroyed. This forced her owners to sell her.

An American businessman with a love of traditional sailing ships bought the UNICORN to be used as a training ship. Thiry stayed on as captain and the crew came from the Florida Ocean Sciences Institute, a marine-oriented, privately operated corrections program known as "FOSI."

The UNICORN might have been a tall ship in the past, but today she is sailing a little taller as she serves to help young offenders between the ages of 15 and 18 by providing them with an environment that teaches teamwork and respect. They are the envy of many of us who would like to be on board with them. This year the FOSI students have given the UNICORN a face lift in preparation for the Bicentennial Tall Ship race. We can be especially proud of this Tall, Tall Ship.



UNICORN, photo courtesy of UNICORN



JUAN SEBASTIAN de ELCANO, photo courtesy of JUAN SEBASTIAN de ELCANO

JUAN SEBASTIAN de ELCANO

JUAN SEBASTIAN de ELCANO bears the name of the famous Spanish sailor of the sixteenth century who was the first man to circumnavigate the world. De Elcano also continued with and brought to a conclusion the westward route to India started by Magellan.

The JUAN SEBASTIAN de ELCANO is a four-masted brigantine. She was built in Cadiz, Spain, in 1927 and modernized there in 1956. She is fitted with a 1500 H.P. diesel Sulzer auxiliary engine. Her over all length is 377 feet, her beam measures 44 feet, and her draft is 21 feet. She has a displacement of 3697 tons.

Designed to provide sail training for navel officers and cadets, she can accommodate 285 men—60 cadets, 57 officers, and 168 crew. The JUAN SEBASTIAN de ELCANO brings traditional pride to Spain, a tradition going back to that great Spaniard who revealed for humanity the old mystery of the world's shape, Juan Sebastian de Elcano.



*JUAN SEBASTIAN de ELCANO
photo courtesy of JUAN SEBASTIAN de ELCANO*





photo by Larry Cronin



AMERIGO VESPUCCI, artist Charles Lundgren, color prints available through Editions Limited, Inc., Fairfield, N.J.



"Washington crossing the Delaware" by Emanuel Leutze, courtesy of New York Public Library

The Battle for Philadelphia: Washington's First Army-Navy Effort

In July 1777 General Howe's Fleet and transports, a mighty armada of two hundred and sixty-seven ships, departed from New York City and headed seaward. Although General Washington was aware of Howe's departure, he could only guess at his destination. Through a series of clever maneuvers, including a deceptive letter addressed to General Burgoyne indicating that Howe would go to Boston—a letter which Washington correctly suspected was "allowed" to fall into American hands—General Howe kept Washington puzzled for the next few weeks. But when word was received on August 22 that the British Fleet had been seen in Chesapeake Bay, it was clear that they intended to move on Philadelphia. Therefore, Washington started his army in that direction post haste.

There followed a long series of military maneuvers to the south and west of the city, during which Washington merely tried to delay Howe and cut off his supplies. He made a strong effort to prevent the British from controlling the Delaware River below Philadelphia. This was important because if the British failed to control the river they would have to get their supplies via the vulnerable overland route and would have a difficult time controlling the city.

With this as his main objective, Washington tried to maintain as much strength as possible at Forts Mercer and Mifflin which occupied opposite sides of the river below Philadelphia. In this effort he employed all of the numerous but small boats of the Continental and Pennsylvania Navies that were at hand, but the American vessels were no match for the

imposing force of heavy British ships that sailed up from the Chesapeake into the Delaware. And the American Navy was weakened even further when Washington was forced to order the sinking of a number of uncompleted frigates that were under construction north of the city—this to prevent them from falling into British hands, which would result in their being used against the American Navy from the north. Nevertheless, there was still hope because the navigable part of the river was quite narrow and it was dotted with American obstructions, and the islands in the river were occupied by American troops. If the forts could hold out, an eventuality contingent on the timely reinforcement of troops from Gage's Army, the British Fleet might be stopped.

The reinforcements, however, did not arrive, so Washington had to do the best he could without them. In the end, both of the forts succumbed to the British naval force, but not without several weeks of gallant resistance. For the remaining months of the fall and winter the British held Philadelphia and Washington's fatigued Army retreated to the long cruel winter at Valley Forge.

The battle for Philadelphia was Washington's first experience in close cooperation with significant naval forces and he showed great competence in dealing with a very complicated naval situation closely linked with military operations. Despite his ability, however, the American Navy, at this point, could not give sufficient aid, and British sea power won the day—a "day" which lasted over four weeks.



photo by Larry Cronin



SS CAROLA, photo courtesy of SS CAROLA

SS CAROLA

The SS CAROLA, owned by Hans Edwin Reith, is a gaffel-ketch, a typical Danish galeas with mainmast in front and mizzen. She was built in Denmark in 1900 at a cost of around \$2500, but the cost of replacing her today would be around \$250,000. The 74-foot boat has a crew of 11, including 6 cadets.

In the CAROLA's seventy-six year history she has been used mostly as a cargo sailing ship of 50 ton capacity, carrying such commodities as fresh fish and dry cargo. Several times she has been under construction, the last time being in 1974 when she was rebuilt with patience and love according to original drawings and subscriptions to prepare for our Bicentennial event.

CARILLION of Wight

The CARILLION, a 45-foot masthead sloop, is a Class 1 Ocean Racer built in 1971 on the Isle of Wight. She was built as a possible contender for the Admiral's Cup. As a result of two generous donations, she was purchased by the Christian Sailing Centre in 1974.

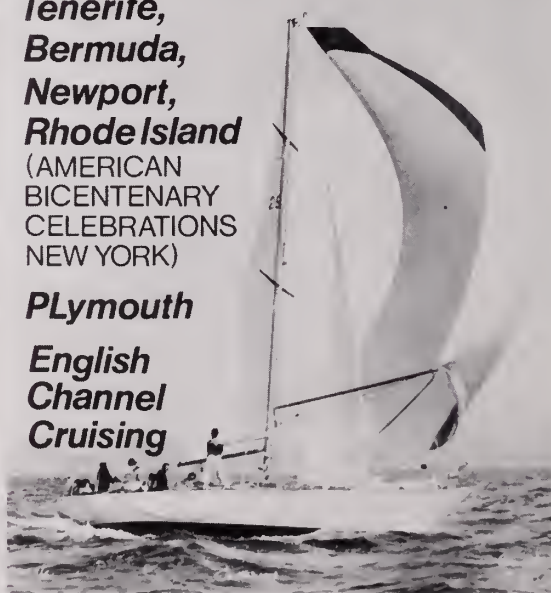
While participating in our Bicentennial events, her crew will consist of a skipper, 3 watch officers, and 6 trainees. This crew should work harmoniously together, as that is a principle of the Christian Sailing Center.

COME CRUISING TO WIDER HORIZONS

**Tenerife,
Bermuda,
Newport,
Rhode Island**
(AMERICAN
BICENTENARY
CELEBRATIONS
NEW YORK)

PLymouth

**English
Channel
Cruising**



IN 1976

CARILLION OF WIGHT,

photo courtesy of CARILLION OF WIGHT



NIPPON MARU

The NIPPON MARU

A four-masted bark owned by the Ministry of Transport, the NIPPON MARU was built in the Kawasaki dockyard in Kobe, Japan, in 1930 at a cost of \$3200. Today the replacement cost of this ship would be approximately \$30,000,000! She has a crew of 150 including 21 officers and 82 cadets, all of whom are male. It costs approximately \$1,000,000 annually to maintain her and her crew.

The NIPPON MARU was established as a new principle of merchant marine education for



NIPPON MARU

the Institute for Sea Training. During World War II, the institute experienced numerous difficulties and dangers in carrying out her training operations. But when the war ended the NIPPON MARU was operated not only to teach trainees, but also to transport the soldiers and civilians who were still overseas back to Japan.

In 1958 the NIPPON MARU contributed greatly to fostering friendly relations between Japan and Canada, and in 1960 the NIPPON MARU took part in the Centenary of the Treaty of Amity and Commerce between Japan and the United States.

(photos courtesy of
Institute for Sea Training, Japan)

A Sailing Program for Midshipmen

The philosophy of sailing at the U. S. Naval Academy at Annapolis is not just one of pleasure and sport, but of responsibility as well. It is not easy to handle a large sailing craft, and the responsibility for it is not often entrusted to men so young. Many a naval officer has learned his command presence and sense of seamanship aboard a Naval Academy yacht, for sailing teaches respect for the forces of wind and waves and their effects on ships of all sizes, no matter how large. And sailing also teaches the confidence that can only come from experience. In a sailing race, only coolness and decisiveness, those same qualities required of an officer on a submarine or destroyer, can bring a boat across the finish line first.

With such a philosophy, it is not difficult to understand why sailing is now the biggest varsity sport at the Naval Academy, its popularity having more than doubled last fall. But it is the boats, of course, that are the heart of the sailing program, and it is the brand new fleet of ocean racing sloops, all named after historic U. S. Naval sailing vessels, that are the pride of the lot. These include the SYREN, a 58-footer formerly known as SIREN SONG; the INSURGENTE, a 48-footer that was assigned to the Academy in January, 1975, after she was confiscated for smuggling; the RANGER, a 40-footer; and the latest acquisition, the FAIR AMERICAN, a 38-footer.

Also included in the Academy's fleet of sailing boats are twelve 44-foot Luders yawls. Six of these yawls (ACTIVE, ALERT, DANDY, FEARLESS, FLIRT, and RESTLESS) will be participating in this summer's Tall Ships Race and will join "Operation Sail '76" in New York City on July 4th, representing the Naval Academy in the naval review before President Ford.

These Luders yawls were built between 1961 and 1968 in Wellington, Washington. The matched boats are jib-headed and measure 44 feet long and have a 10-foot, 8-inch beam. They displace 21,714.11 pounds, average 6 feet draft, and measure 31 feet at the waterline. They have two masts, the main and the mizzen, the former measuring 52 feet. In "Operation Sail '76" between eight and ten midshipmen are scheduled to crew each yawl with two officers in charge on each boat.



Naval Luders yawl, photo courtesy of U.S. Naval Academy



Naval Luders yawls, photo courtesy of U.S. Naval Academy



Naval Luders yawls, photo courtesy U. S. Naval Academy



CHRISTIAN RADICH, photo courtesy of CHRISTIAN RADICH

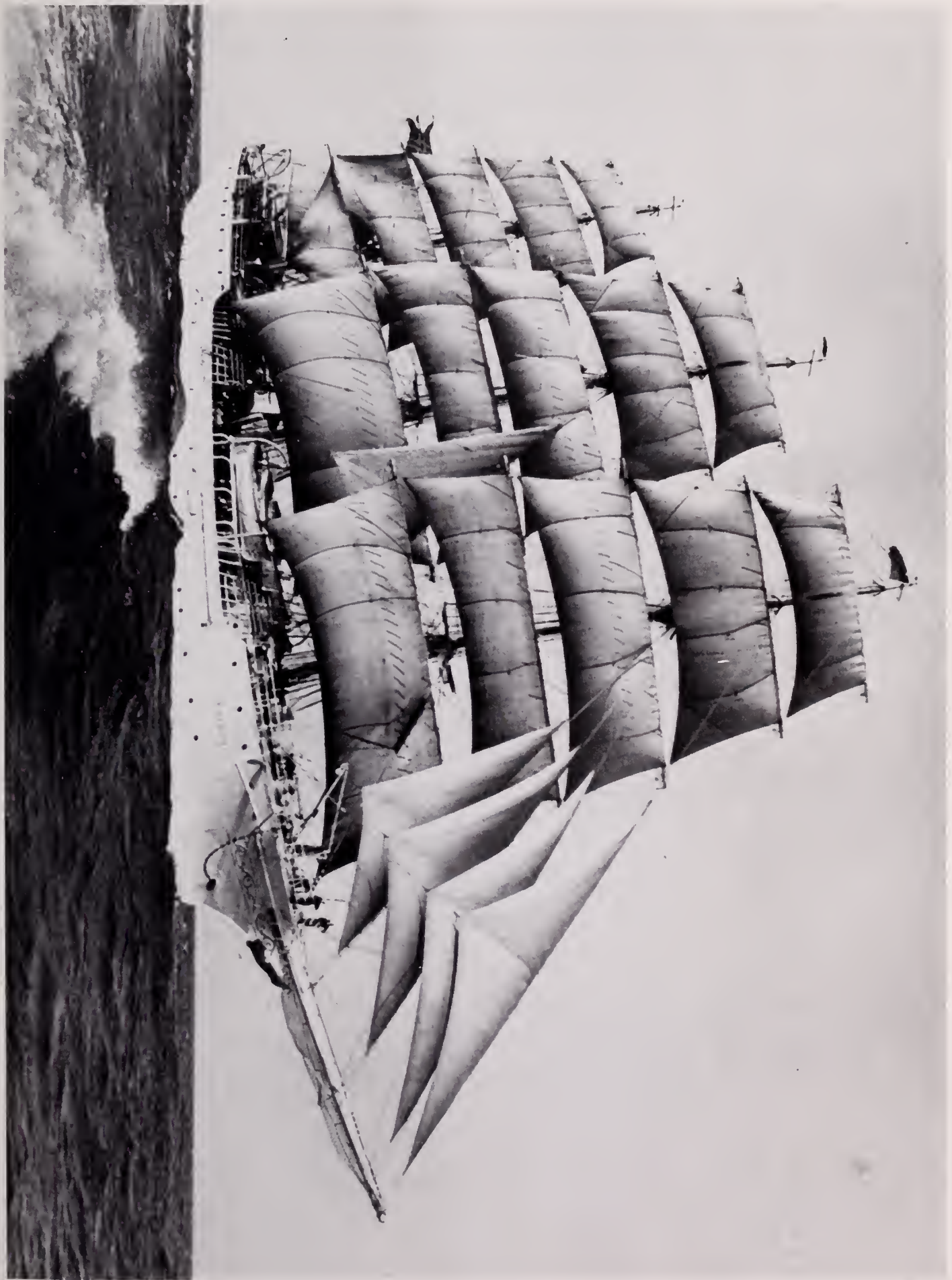
CHRISTIAN RADICH

In Norway in 1936 a new training ship was christened the CHRISTIAN RADICH. She is one of the most famous of the tall ships, and was featured in the film *Windjammer*. She is a full-rigged vessel with three masts and a sail area of 14,525 square feet. She is also equipped with a diesel engine which gives her a speed of 8 knots. She is built of steel and is 575 gross tons. Her length is 205 feet, her width 33 feet, and her draft 15 feet.

She has won four of nine international training ship regattas in her class, events which are arranged by the Sail Training Association in England. These races are part of the ordinary training courses on

board. The current training program for seamen includes three to four courses a year, each lasting three months.

In 1939 the CHRISTIAN RADICH ventured on its first trip across the Atlantic. In New York City, she became a prime attraction at the World's Fair. She was confiscated by the Germans in World War II and during an air raid capsized and sank. After the war, the Allies raised her and returned her to Norway, where she was reconstructed and returned to service in 1947. In 1956 she won the title of being the best square-rigged ship and the best ship over 100 tons. The title was well deserved.



CHRISTIAN RADICH, courtesy of The Royal Norwegian Ministry of Foreign Affairs

S.Y. STORTEBEKER

The S.Y. STORTEBEKER, a 53-foot yacht, is from Hamburg, Germany, and belongs to "Hamburgischer Verein Seefahrt" (HVS), whose main effort is to enable young men (about 20 years old) to sail offshore. The emphasis is on education in all nautical disciplines; it is not to create "special purpose" sailors as requested on modern racing yachts.

Visiting the United States this year is not only a matter of sailing, but especially due to our celebration of the Bicentennial.



STORTEBEKER, photo courtesy of STORTEBEKER

BRILLIANT

This will be the BRILLIANT's twenty-third year in the Mystic Mariner Program. She was launched in 1932 from New York, a schooner-yacht built for Walter Barnum for a possible voyage around the world. Although not primarily built for racing, she can give a good account of herself when there is plenty of wind.

The BRILLIANT was donated to the Coast Guard for anti-submarine patrol during the war, but afterwards she, along with other yachts which had been pressed into service, was auctioned off. She was purchased in 1945 and worked on with the intention of giving her more speed, and in 1953 she was generously donated to Mystic Seaport to train young people in the art of seamanship. This fine schooner is kept in perfect condition and is admired wherever she goes.

(see photo opposite page)



BRILLIANT, photo by Russell A. Fowler

ZENOBE GRAMME

Owned and operated by the Belgian Navy, the ZENOBE GRAMME, vintage 1933, is 95 feet long and manned by a crew of 19 including 8 cadets. The cost of building the ZENOBE GRAMME in 1933 was approximately \$110,000, but the cost of replacing her today would be something like \$3,000,000, which is the main reason why tall ships are becoming an endangered species.



ZENOBE GRAMME, photo courtesy of ZENOBE GRAMME



(Ship unknown), photo by Larry Cronin



photo by Larry Cronin



YANKEE, photo by W. L. Newton, courtesy of NATIONAL GEOGRAPHIC

YANKEE

The YANKEE, formerly a North Sea pilot schooner, is rigged as a brigantine with square sails on her foremast, fore-and-aft sails on her mainmast, and staysails in between. She can set 7775 square feet of sails and is 96 feet overall length.

Her present owners, Irving and Electa Johnson, have sailed her around the world several times. On a

typical voyage of 40,000 miles over about 18 months, Captain and Mrs. Johnson and their son—along with a crew of 3 mates, a ship's doctor, a cook, and 15 or 20 young people who, for the voyage, became part of the Johnson family—visit such places as the Galapagos Islands, Easter Island, Tahiti, New Hebrides, the islands of the South China Sea, and many other exotic points south and west.

DAR POMORZA

The Polish ship DAR POMORZA is owned by the Merchant Navy Academy Gdynia UL. Czerwonych Kosynierow of Gdynia, Poland. Her overall length is 277 feet and she carries 162 crew members including 120 cadets.



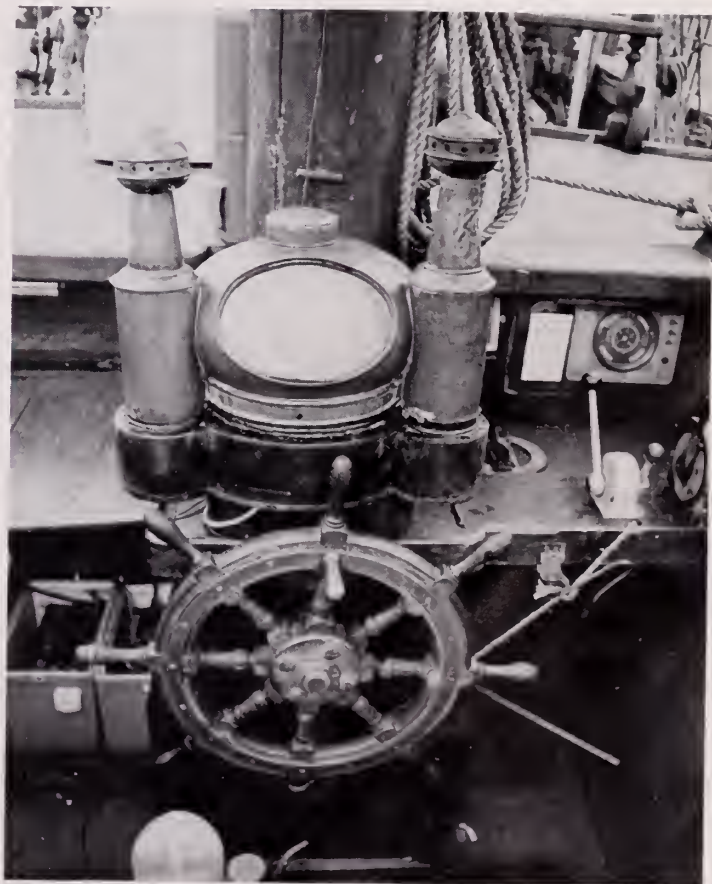
DAR POMORZA, photo by Peter Neumann

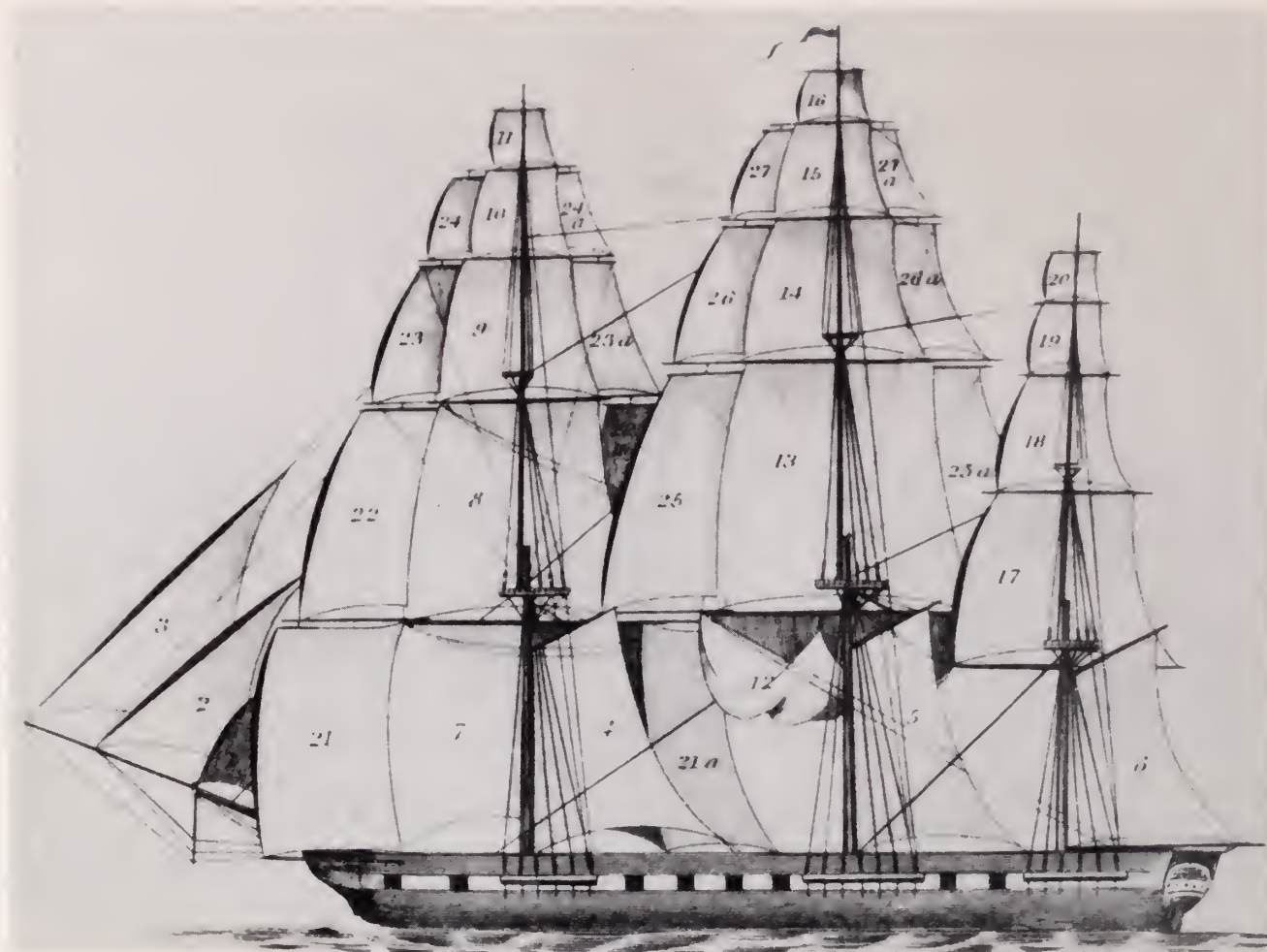


SS CAROLA, photo courtesy of SS CAROLA



photographs by Larry Cronin





List of Sails

1	Fore topmast staysail	14	Main topgallant sail	23a	Lee ditto
2	Jib	15	Main royal	24	Fore royal studding-sail
3	Flying jib	16	Main skysail	24a	Lee ditto
4	Fore Spencer	17	Main topsail	25	Main topmast studdingsail
5	Main spencer	18	Mizen topgallant sail	25a	Lee ditto
6	Spanker	19	Mizen royal	26	Main topgallant studdingsail
7	Foresail	20	Mizen skysail	26a	Lee ditto
8	Fore topsail	21	Lower studdingsail	27	Main royal studdingsail
9	Fore topgallant sail	21a	Lee ditto	27a	Lee ditto
10	Fore royal	22	Fore topmast studdingsail		
11	Fore skysail	22a	Lee ditto		
12	Mainsail	23	Fore topgallant studdingsail		
13	Main topsail				

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A Gathering of International Ships in Newport Harbor in 1976, painting by Kepp Soldwedded distributed by Hedge House, 225 Fifth Avenue, New York City



Back Cover: photo by Robert de Gast, courtesy of U. S. Coast Guard Academy

